

Amendments to the Claims

Please amend the claims according to the following listing of the claims.

1. (Currently Amended) Method for controlling ~~[[the]]~~an engine of a motor vehicle having a manual transmission, ~~wherein the method comprising~~, when at least one approval criterion is satisfied for an engine torque $[(M)]$ which is dependent on the driving state of the vehicle, stipulating a default engine torque $[(M_v)]$ which can be reduced relative to a setpoint engine torque $[(M_s)]$ required by the position of an accelerator of the vehicle ~~is stipulated~~, and wherein the default engine torque $[(M_v)]$ is determined as a function of at least one current engine characteristic $[(n, Q)]$.
2. (Currently Amended) The method as claimed in claim 1, wherein the approval criterion is the driving speed $[(v)]$ of the vehicle, and wherein the default engine torque $[(M_v)]$ is stipulated depending on at least one engine characteristic $[(n, Q)]$ when a speed threshold $[(v_s)]$ for the driving speed $[(v)]$ of the vehicle is not reached.
3. (Currently Amended) The method as claimed in claim 2, wherein the default engine torque $[(M_v)]$ is stipulated only after recognition of a start-up process of the vehicle depending on at least one engine characteristic $[(n, Q)]$.
4. (Currently Amended) The method as claimed in claim 2, wherein an additional approval criterion is a ~~specific~~ delay time $[(\tau)]$ after recognizing the process of the vehicle's starting up, and wherein the default engine torque $[(M_v)]$ after $[[a]]$ the delay time $[(\tau)]$ elapses is stipulated depending on at least one engine characteristic $[(n, Q)]$.
5. (Currently Amended) Method for controlling the engine of a motor vehicle having a manual transmission, ~~wherein the method comprising~~, when at least one approval criterion is satisfied for an engine torque $[(M)]$ which is dependent on the driving state of the vehicle, stipulating a default engine torque $[(M_v)]$ which can be reduced relative to a setpoint engine torque $[(M_s)]$ required by the position of an accelerator of the vehicle ~~is stipulated~~, and ~~wherein the default engine torque $[(M_v)]$ is determined as a function of at least one engine characteristic $[(n, Q)]$~~ , wherein at least

[[the]] engine speed $[(n)]$ and [[the]] a quotient $[(Q)]$ of the engine speed $[(n)]$ and [[the]] driving speed $[(v)]$ of the vehicle are used as engine characteristics for determining the default engine torque $[(M_v)]$.

6. (Currently Amended) The method as claimed in claim 5, wherein the default engine torque $[(M_v)]$ which causes speed limitation of the engine speed $[(n)]$, is reduced relative to the setpoint engine torque $[(M_s)]$ when the engine speed $[(n)]$ exceeds a speed threshold $[(n_s)]$ and the quotient $[(Q)]$ of the engine speed $[(n)]$ and driving speed $[(v)]$ of the vehicle is within a specific value range.

7. (Currently Amended) The method as claimed in claim 6, wherein a value of 4600 rpm is stipulated as the speed threshold $[(n_s)]$ for the engine speed $[(n)]$.

8. (Currently Amended) The method as claimed in claim 1, wherein the default engine torque $[(M_v)]$ is determined by applying a torque factor $[(M_F)]$ to the setpoint engine torque $[(M_s)]$.

9. (Currently Amended) The method as claimed in claim 8, wherein the torque factor $[(M_F)]$ is determined from a characteristic map.

10. (Currently Amended) The method as claimed in claim 1, wherein when the default engine torque $[(M_v)]$ deviates from the setpoint engine torque $[(M_s)]$ an action on at least one of [[the]] a throttle valve, [[the]] an ignition and [[the]] a fuel injection of the vehicle is initiated.

11. (Currently Amended) The method as claimed in claim 2, wherein a value in the range from 25 km/h to 40 km/h is stipulated as the speed threshold $[(v_s)]$ for the driving speed $[(v)]$ of the vehicle.

12. (Currently Amended) The method as claimed in claim 11, wherein a value of 35 km/h is stipulated as the speed threshold $[(v_s)]$ for the driving speed $[(v)]$ of the vehicle.

13. (Currently Amended) The method as claimed in claim 1, wherein the default engine torque $[(M_v)]$ in idling of the vehicle is stipulated for acoustically influencing [[the]] engine noise.

14. (Currently Amended) The method as claimed in claim 1, wherein the default

engine torque $[(M_v)]$ in the process of the vehicle's starting up is stipulated for avoiding damage to $[[the]]$ a clutch of the vehicle.

15. (New) A method comprising
measuring an engine speed and a driving speed of a motor vehicle having a manual transmission;
determining a torque factor based on the engine speed and the driving speed;
and
determining a default torque by multiplying a setpoint torque by the torque factor, when the engine speed exceeds a predetermined threshold and when a quotient of the engine speed and the driving speed is within a predetermined range.
16. (New) The method according to claim 15, wherein the torque factor is less than or equal to 1.
17. (New) The method according to claim 15, wherein the method does not comprise recognizing whether a gear is engaged in the motor vehicle.
18. (New) The method according to claim 15, wherein the predetermined threshold is greater than or equal to 4600 rpm.
19. (New) The method according to claim 15, wherein the predetermined range is from $100 \text{ min}^{-1}/\text{km/h}$ to $500 \text{ min}^{-1}/\text{km/h}$.
20. (New) The method according to claim 15, further comprising limiting the setpoint torque to the default torque after a time interval has elapsed after the vehicle is started.